

CENTRAL INTELLIGENCE AGENCY

## REPORT

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THIS IS UNEVALUATED INFORMATION

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1. The railway right-of-way maintenance sections in both East and West Berlin have been reduced in number by combining several sections into one, so that at present there are slightly over half as many as previously. This is an economy move ordered by the Ministry of Railways.
2. The signal maintenance sections within the area of the Berlin Division (RdD-Berlin) have also been combined. In West Berlin there are only two; namely, Tiergarten and Westend.
3. Repair material shortages for maintenance of locomotives and cars in the Berlin railway shops were so critical in November 1953 that only two shifts were in operation.
4. The repair of West German freight cars in Berlin Reichsbahn railway shops occurs only in cases where the West German cars break down or are damaged on lines of the East German railways. Such cars are then given priority for repair and are usually ready for service in a few days. Because of the chronic shortage of cars in East Germany, however, these cars are used for two or three weeks by the Reichsbahn before being returned to the West. By agreement, West German cars damaged or impaired while in the hands of the Reichsbahn may be held up to three weeks for necessary repairs in East Germany.
5. Work on the restoration of the Neisse River railway bridge near Muskau was stopped in October 1953 because of construction material shortages. On 20 November 1953 reconstruction work was resumed.

25 YEAR RE-REVIEW

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